





## SUPREME COURT.

## IN SUMMARY JURISDICTION.

(Before Mr. J. Russell, Acting Chief Justice.)

## A COAL-BURNER'S CLAIM.

Tang Quai, lodging-house keeper, 679, Third Street East, sued Tang Sau Fui, coolie broker, for \$70 for work done in engaging six coolies. There was a counterclaim for \$66 advanced and \$56 damages for breach of contract. Mr. Denys appeared for the plaintiff, and Mr. Caldwell for the defendant.

Mr. Denys stated that in April an action was brought by the defendant, before Mr. Justice Leach, in which he claimed the amount of the present counterclaim, but was nonsuited, the plaintiff being advised by an action against him for the amount now claimed. The plaintiff supplied six coolies to go to North Borneo, and they went on board the steamer. On applying for the money defendant threatened to sue him for damages, as the coolies ran away after receiving their money.

Plaintiff having proved the engagement of the men, and the subsequent disagreement with the defendant respecting payment.

Mr. Caldwell, in defence, stated that his client had arranged with a company in British North Borneo to supply no more than 50 coolies, and no less than 90, and in default of fulfilment was to forfeit a certain amount per man. Owing to the breach of agreement on behalf of the plaintiff he incurred a loss of \$10. The plaintiff had been paid on account of the men before they absconded, and this sum also was claimed.

For the defence it was submitted that the plaintiff in contracting to supply the men had guaranteed their willingness to go, and collusion was suggested.

His lordship non-suited the plaintiff, and found for the counter-claim—\$123.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## THE SANITARY BOARD ELECTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR, I shall feel obliged if you will permit me through the medium of your columns to thank my friends and supporters for the hearty manner in which they came forward to secure my Election yesterday.

It is more gratifying to me than I can find words to express to find that I enjoy the confidence and good-will of my fellow citizens here, where I have spent the best years of my life.

I have always taken the deepest possible interest in the welfare of the colony, and the honour conferred upon me yesterday by its citizens will be remembered by me with pride as long as I live.

I am, Sir,

Your obedient servant,

JNO. D. HUMPHREYS.

Hongkong, June 12th, 1888.

## CHI-NAN FU.

(FROM OUR OWN CORRESPONDENT.)

May 12th, 1888.

At the American missionary, who went to Peking some five months ago, to present the case of the Mission here to the United States Minister, has returned. Inquiries are made as to what has actually been accomplished, but he keeps himself largely hid in a veil of mystery. The Chinese especially wish to know whether he brings with him any order from the Tsung-li Yamen, and in this he maintains the appearance of a conspiracy, it seeming advisable that he avoid stating the whole reply of the Tsung-li Yamen to the Minister concerning the case. The Minister, we believe, gave a strong reply to the letter of the Yamen, emphasising the matter of redress for injuries and insult, correcting the false charges or insinuations, and demanding that if objections be raised to the disputed property on account of the *fung-shui*, that the local officials, rather than the missionaries, make the search for a satisfactory exchange. The Tsung-li Yamen has, to our knowledge here, given any answer to this, and we here are ignorant of the final orders issued to the Governor.

There is much more reviling on the streets than has existed for some time. Many of the people have been emboldened by the neglect to give any compensation for the glaring outrage and open insult in the riot now nearly half a year ago.

An English missionary, who has been seeking for a house to rent for upwards of eight months, and has been refused upwards of thirty houses from fear of no protection but maltreatment from the officials, has finally succeeded. The landlord has an official rank, and has therefore more strength to resist. However, in his case even certain deputies of the rank of Taotai sought to raise some opposition, and even the new Magistrate went to the place and inquired why he was going to rent to the foreigner. The matter was referred to the acting Taotai, and he gave a reply that the house could be rented, and orders be issued to protect. The missionary has also entered the house, and secured a peaceable possession. This may mean, either that the officials are not in trouble with the English Government or that they have learned that after all the path of peace must be one of justice.

New sorrows are reported from the city of Tai-an-fu. Renewed opposition was raised against the Church of England Mission. The missionaries refused a house, but this could not be allowed. The landlord was intimidated, and has refused to receive the rent of the house. The gentry or scholars held several meetings at a leading temple in the city and forthwith issued a circular to the missionaries, ordering them to leave the country. The missionaries once saw the District Magistrate, but afterwards he refused all interviews. The Prefect refused all along to act. The gentry seized the cook of the missionary and badly treated him. The other servants from their fear. Orders were issued by the respectable men of the place—as it were—not to sell food to the foreigner. One of the two missionaries acted as cook for a few days, but at last report he has gone to Peking to find rest, but not to seek any aid from the British Government which might be refused even to the Establishment Church of that country. The other missionary with rare pluck holds his own in spite of great opposition. This case shows the extreme policy of the opposition. Not contented with opposing the purchase of property, they must go further and try to starve a man out. The officials, too, supposed to manage things, refuse all protection though sought for time and time again. No wonder all this happens, when really nothing better has been shown in the provincial capital itself.

Some six years ago there was an official holding office in the district of Ta-chow. An American Consul was passing through that city from Tientsin to Chi-nan Fu to settle certain difficulties when he was mobbed. The official did not protect but was favourable to the rioters. As a result of his opposition to the efforts of missionaries in that region and especially his neglect of duty to the Consul, he was transferred, not really degraded, and it was understood that he would never be returned to that office. The district in which he was transferred is in the south of

the province, the city of Mung-yin, where the Roman Catholics have a station. At first thought to ignore the right of the missionaries there, but after a while he found it useless to try to oppose them. Now he is returned to Ta-chow, and thus his heart may rejoice, while others may lament, unless he has learned how to do justice and observe law.

The Governor is away inspecting the upper course of the Yellow River in his territory. He has less to do on the River, and he can well occupy his leisure in devising measures to restore peace and check riots.

The Duke of Confucius passed northward a few days since on his way to Peking to have an audience with the Emperor. Both on the part of persons of the highest rank in China and of the people the same age, but they receive the highest respect. We hope that no plot may be laid in Peking to induce the Duke to give up the policy of friendliness that his family has always shown to guests from abroad and to missionaries visiting there. The previous Duke, we believe, kindly saw an English missionary several years ago, and an American missionary only last year on visiting there showed his friendliness and respect by sending a present, which was highly appreciated. Let these efforts to be friendly be noted rather than thwarted, and let officials everywhere learn the duty of observing the Treaties and the innate sense of justice by protecting life, property and liberty.—N. C. Daily News.

## TIENTSIN.

Tientsin, 2nd June, 1888.

Some thunder showers have occurred this week, and there has been a prevalence of strong easterly winds, by which the temperature is kept down. His Excellency Li Han-chang, elder brother of the Viceroy Li, arrived here at the end of last week, and will soon leave for Peking. His said he will obtain high office.

We observe that the immediate result of the establishment of a new Tug and Lighter Company at Taku has been to lower the charge of lighterage from 7 to 5 cents per picul.

The Spring ships, which have remained an unusually long time in the neighbourhood this season, probably owing to the coolness of the weather, have taken their final departure for the Far North.

Letters from Japan say that Kuroda, the new Prime Minister, who is a fearless man, is quite likely, if there is unreasonable opposition to the Japanese proposals for treaty revision, &c., to settle the questions at issue by rough and ready methods.

The railway progresses fast, and if the summer rains are not excessive it is possible trains may run from a station on the northern bank of the Pih, near to our settlement, to Taku and Kaiping by August next. Occasionally even now trains run from Tangku to Kaiping without stopping. The native passenger traffic is already large, and exceeds all expectations.

A large Chinese demand is springing up for the beautiful hard woods from Manila and North Borneo to which we have referred in previous issues. Some fittings have been made for the new premises of the Hongkong and Shanghai Bank from timber of close grain and fine colour, falling in beauty the best mahogany. The Chinese carpenters begin to understand the proper ways for working these newly imported hard woods.

Some rather considerable works have been done on the Upper Peiho to repair the broken embankment, and at one place some Tis. 300,000 have been expended. The works seem to be badly done and on wrong principles, and as the modern Chinese engineers seem to have lost the knowledge of hydraulic science possessed in ancient days, it is evident the government would have done better to have had the assistance of some foreign experts.

The Yellow River banks are the cause of deep disgust to the Imperial Government, as it is known that all the land, on both sides of the river, may be deemed unsound. If the great breach should be repaired, which now seems unlikely, no doubt the river will break out in other places, north or south, or both. It is said the Imperial Government urge the Viceroy Li to visit the river, that he may take counsel and report what is the best to be done to avert inundation in the future.

There are now 22,000 bales of unsold straw baid in stock in the hands of the Chinese dealers, a good deal of it of course under advance to bankers who have lent some 80 per cent. of the former market value. But brand that some months since was worth Tis. 11 per bale cannot now be sold at Tis. 7.50. The stocks in the country also are very large. About one-third of the stocks here are of fair and regular quality, but some thousands of bales are absolutely valueless.

Japan may be now expected to take more definitive political action in Corea, as the political situation there by reason of the temporary combination of Messrs. Denys and Weber, aspirants of the Court, the blow to Chinese claims inflicted by the Korean missions, and the new and remarkable junction of the Korean Prime Minister, Yuen, and Herr von Mollerndorf, will tend to bring matters to a crisis in which Japan is as much concerned as China is. The developments in Seoul are being narrowly and anxiously regarded in Tokio.

The foreign banks here and in Shanghai might give some assistance to the endeavours made by the German Consulate and foreign traders of this port and Chefoo to place our export trade on a solid and wholesome foundation. If before advancing upon straw baid, wool, etc., owned by Chinese dealers, and placed for security in foreign-owned godowns, the banks would insist on having a foreign certificate of quality, condition, and value, an additional check would be put to fraud and adulteration. Some sheep's wool has just come in from Mongolia, over 40 per cent. of the total weight of which is composed of red sand.

If the Chinese authorities have unnoticed the aggressions of the small local official who has jurisdiction over the east end of the southern bank of the Peiho, just beyond the limits of the foreign settlement, we trust the Consuls of the Treaty Powers will address a remonstrance to the Viceroy upon the matter, as the nuisance is so disgusting as well as dangerous, that urgent and immediate action is called for. Considering the damage done to purely Chinese interests by these most unwelcome and offensive intruders upon an important public pathway, the sympathy of the authorities is certainly very anxious, and the Taotai of Tientsin is well advised he will take immediate and energetic action.

According to news received from Hoihow (Hainan) it seems there are prospects of great improvement there, which will be welcome to everybody having to do with that port, especially by those who are doomed to live on the "Palm Island." Some time ago, when the Viceroy of Canton paid a visit of inspection to the southern ports, he could not find on account of the prevailing low tides. A consequence of his return to Canton he sent a foreign engineer to inspect the harbour and suggest improvements. Most probably a pier or dam will be built, running out from the town, through the lagoon, to the spit, a distance of about three miles, which, if made, would be an incalculable boon to steamers. The action of the Viceroy Chang deserves imitation, as it is in all ways sagacious, and also benefits his subjects. We trust the good example will be emulated by the Viceroy Li, who might for the good of Chinese trade, a benefit in which foreigners would participate, deepen the bar

channel at Taku, and he might also, for urgent political as well as for purely commercial reasons, take the measures indicated in our paper for keeping the port open to steamers all through the winter. If this last suggestion is carried out, the Chinese Government will be able to regard Korean affairs less anxiously.—Chinese Times.

## THE STEAMSHIP FIFTY YEARS AGO.

Fifty years ago the steamship *Strius* arrived in the harbor of New York. The arrival of this steamer was the sensation of the day. She was described in the papers as a "long, black-looking craft." It did not then seem probable that this ship was the pioneer of a fleet that was in a few years to revolutionize the commerce of the world. As a chronological fact, the *Strius* was not the first steamship that had crossed the ocean. The *Savannah* had crossed the ocean as early as 1819, and made several voyages thereafter. This was a small craft built in New York in 1818, and designed for a sailing packet. It was an afterthought to fit her out as a steamship for the purpose of plying between Savannah and Liverpool. The little craft of 380 tons, old measurement, was seven days in making the voyage from New York to Savannah; and she made the voyage from the latter port to Liverpool in twenty-one days. The London Times, the day after the arrival, narrates among other things that the *Strius* was a sailing whole day of the century, and by revenue cruiser, which mistook her for a ship on fire. The little steamship went to Copenhagen and St. Petersburg and made a number of other trips across the ocean. But as a commercial venture she was not a success. She was finally sold and changed into a sailing packet, the cost of steam at that day being too much. It is mentioned that the fuel used was wood. There could be little room for freight, and at best the speed attained was not much greater than that made by the sailing packets. The fitting out of the *Savannah*, therefore, had no close connection with the introduction of steamship navigation, nearly a quarter of a century later. A voyage had been made across the ocean by a small steamship which did not work her engines during three days of her voyage, probably because the "wood-pile" had given out. There was a so-called Dutch steamship, *Curacao*, which ten years later made the voyage from Stockholm to the West Indies. But the fact had little commercial importance. It is noted that this ship burned coal and was the beginning of steamship navigation in Europe.

The *Strius* was a small ship of 700 tons burden which had been built to run on the route between London and Cork. She sailed for New York on April 4, 1838. A rival British company, the Great Eastern Railway Company, sent out the *Great Western*, a steamship of 1,300 tons burden. This ship began her voyage to New York on April 8, 1838. The two ships arrived in New York on the same day, the *Strius* a few hours in advance of her rival. The latter is described as a ship of immense size, black and low in the water, and excited great curiosity. It must be remembered that the average Liverpool packet of the time was only of about six hundred tons burden, and when two or three American ships had been put afloat a little later of 700 tons burden it was thought the extreme dimensions of a sailing packet ship had been reached. The *Great Western* made the first voyage in fifteen days, and burned only 450 tons of coal. She had two engines, each of 200-horse-power. The voyage of fifteen days, coming westward, was considered as a wonderful achievement. The *Great Western* was the largest steamship that had ever been put afloat. But in less than fifty years from that date steamships were plying on the same route, of 6,000 tons burden, supplied with engines of 14,000 horse-power. The *Etruria* recently made the voyage in six days, five hours and thirty minutes, and six other steamships made the voyage in six days and a fraction of another day.

Dr. Lardner had been quoted many times as saying substantially that no steamship could make the voyage from Liverpool to New York, because enough fuel could not be carried to supply steam. The most successful demonstrations had been made it was found convenient to deny that Lardner had ever made the assertion. But the general conviction fifty years ago was that, while it was possible for a steamship to cross the ocean, the amount of fuel required, and the cost, would be so great as practically to make ocean commerce by steam impossible. Dr. Lardner uttered his opinion just about three years before the *Strius* and *Great Western* made the first ocean voyages. There are two steamships now building on the Clyde of 10,000 tons each, with accommodation for 2,000 passengers, including crews, and which are designed to make the voyage across the ocean in six days.

The evolution of the steamship in half a century has been wonderful. The *Great Eastern*, of 20,000 tons, was something like a monstrosity. The vessel could not be turned to profitable account. There were not many ports in the commercial world which were accessible to her. A number of trips were made by this great ship, but she was long ago put out of commission. The ships now to be put afloat of 10,000 tons, represent the evolution of the half century, as well as those like the *Etruria*, *Umbria*, and others which have crossed the ocean in six days and a fraction. The first steamships were of wood, and did not differ much in general build as to hulls and engines for nearly a third of a century after the advent of the *Strius* and *Great Western*, save that the ships were gradually becoming larger.

The came the screw in the place of the paddle-wheel. The Cunard Company sent slow screw steamships across in the winter months, because they were better fitted to encounter ice. Fifteen days was considered a good winter voyage in a screw steamer, about a quarter of a century ago. The crack steamers with paddle-wheels were reserved for the summer business. But the entire fleet of wooden, paddle-wheel ocean steamers has disappeared. Here and there one may be found not quite worn out and still making coast trips. The metal hull, and the compound engine are the latest phases of the revolution in ocean steamers. They are now floating palaces, as swift and safe as human skill can make them. The evolution probably will not stop at this point. What the steamship will be at the close of another half century it is impossible to predict with any certainty. It is hardly probable that the revolution will be as great as in the half-century since the little *Strius* came into the harbor of New York. The modern steamship will be more indestructible, if human science and skill can accomplish that result. It may be larger and swifter, and the great engines now in use may be discarded fifty years hence, as those employed on these pioneer steamships were long ago abandoned.—S. F. Bulletin.

## HONGKONG TEMPERATURE.

Year's mean, 68.00; max. 81.00; min. 57.00. June's mean, 72.00; max. 81.00; min. 63.00. May's mean, 70.00; max. 79.00; min. 61.00. April's mean, 68.00; max. 77.00; min. 59.00. March's mean, 65.00; max. 74.00; min. 56.00. February's mean, 63.00; max. 72.00; min. 54.00. January's mean, 61.00; max. 70.00; min. 52.00.

## CHINA COAST METEOROLOGICAL REGISTER.

11th June, 1888.—At 4 p.m.

STATION	Bar.	Therm.	Humid.	Wind.	State of Sky.	Direction of Wind.	Force of Wind.
Shanghai	30.2	78	85	SE	Cloudy	SE	10
Amoy	30.1	77	84	SE	Cloudy	SE	10
Swatow	30.0	76	83	SE	Cloudy	SE	10
Hankow	29.9	75	82	SE	Cloudy	SE	10
Peking	29.8	74	81	SE	Cloudy	SE	10
Tientsin	29.7	73	80	SE	Cloudy	SE	10
Harbin	29.6	72	79	SE	Cloudy	SE	10
Mukden	29.5	71	78	SE	Cloudy	SE	10
Qiqihar	29.4	70	77	SE	Cloudy	SE	10
Changchun	29.3	69	76	SE	Cloudy	SE	10
Jiamusi	29.2	68	75	SE	Cloudy	SE	10
Qiamen	29.1	67	74	SE	Cloudy	SE	10
Yichang	29.0	66	73	SE	Cloudy	SE	10
Chongqing	28.9	65	72	SE	Cloudy	SE	10
Kunming	28.8	64	71	SE	Cloudy	SE	10
Lanzhou	28.7	63	70	SE	Cloudy	SE	10
Xining	28.6	62	69	SE	Cloudy	SE	10
Lhasa	28.5	61	68	SE	Cloudy	SE	10

12th June, 1888.—At 10 a.m.

STATION	Bar.	Therm.	Humid.	Wind.	State of Sky.	Direction of Wind.	Force of Wind.
Shanghai	30.3	79	86	SE	Cloudy	SE	10
Amoy	30.2	78	85	SE	Cloudy	SE	10
Swatow	30.1	77	84	SE	Cloudy	SE	10
Hankow	30.0	76	83	SE	Cloudy	SE	10
Peking	29.9	75	82	SE	Cloudy	SE	10
Tientsin	29.8	74	81	SE	Cloudy	SE	10
Harbin	29.7	73	80	SE	Cloudy	SE	10
Mukden	29.6	72	79	SE	Cloudy	SE	10
Qiqihar	29.5	71	78	SE	Cloudy	SE	10
Changchun	29.4	70	77	SE	Cloudy	SE	10
Jiamusi	29.3	69	76	SE	Cloudy	SE	10
Qiamen	29.2	68	75	SE	Cloudy	SE	10
Yichang	29.1	67	74	SE	Cloudy	SE	10
Chongqing	29.0	66	73	SE	Cloudy	SE	10
Kunming	28.9	65	72	SE	Cloudy	SE	10
Lanzhou	28.8	64	71	SE	Cloudy	SE	10
Xining	28.7	63	70	SE	Cloudy	SE	10
Lhasa	28.6	62	69	SE	Cloudy	SE	10

The barometer has risen in the south and fallen in northern China. Gradients are slight for southwest winds. Cloudy; warm and rather damp weather prevails.

—Barometer reduced to level of the sea by inches, tenths, and hundredths. —Thermometer in shade by degrees, Fahrenheit. —Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. —Direction of the wind by the force of the wind according to Beaufort's scale. —State of the weather, 1 Blue sky, 2 Partly cloudy, 3 Drizzling rain, 4 Fog, 5 Heavy rain, 6 Thunder, 7 Heavy shower, 8 Squally, 9 Rain, 10 Snow, 11 Thunder and rain, 12 Wind, 13 Rain and hail, 14 Thunder and hail.

Hongkong Observatory, 12th June, 1888.

## Go-day's Advertisements.

## THEATRE ROYAL.

CITY HALL, HONGKONG.

FOR A SHORT SEASON ONLY!

COMMENCING SATURDAY EVENING,

the 16th June, 1888.

WASH NORTON'S FAMOUS

WORLD OF WONDERS.

A Combination of superlative excellence, and beyond comparison, including the following

WORLD RENOWNED ARTISTS' AND STERLING NOVELTIES!

MR. & MRS. WASH NORTON, Refined Sketch Artists.

THE MONARCHS OF GROTESQUES, THE HARVEY BROTHERS (WILLIAM AND CHARLES).

The Great Original Egyptian and Oriental Necromancer,

ACHMED ALI BEY, In his unique Entertainment of Egyptian, Arabian and Hindu Illusions.

ASSISTED BY MISS HAIDA.

ALBERT LINTON, The Wonderful Young Lightning Sketch Artist.

PROFESSOR ALFRED JENSEN, GALATEA, The animated Statue.

MR. WASH NORTON, In his Astonishing Quick Changes.

ZITKA, THE ENTRANCED LADY, Or Floating in the Air, &c., &c.

PRICES OF ADMISSION:—Dress Circle and Stalls .....\$2.00 Pit .....1.00

Seats can be reserved at Messrs. KELLY & WALSH'S, LIMITED, under Hongkong Hotel.

Doors open at 8.30 P.M. Performance commences at 9 O'CLOCK.

CHAS. DERMER, General Agent.

Hongkong, 11th June, 1888. [583]

## CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.

VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship

"ABERDEEN,"

3,616 Tons Register, Taylor, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, via KOBE, and YOKOHAMA, on THURSDAY, the 21st June, at THREE P.M.

To be followed by the S.S. "ABYSSINIA" on the 12th July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—To Vancouver and Victoria.....(Mex.)\$160.00 To San Francisco.....175.00 To all Common Ports in Canada.....125.00 To the United States.....135.00 To Liverpool.....300.00 To London.....305.00 To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Goods destined to Points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 20th June.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 11th June, 1888. [56]

## FOR SALE.

A SOLID Mahogany Full-Sized ENGLISH BILLIARD TABLE, by HENRY BROS., complete with BALLS, CUES, &c., just imported.

JANE CRAWFORD & Co.

Hongkong, 11th June, 1888. [56]

## Go-day's Advertisements.

NAVAL CONTRACT 1888-89.

SEALED TENDERS, in duplicate, will be received by the Undersigned until 10 A.M., on WEDNESDAY, the 20th instant, from persons desirous of SUPPLYING TEA for the use of H. M. NAVY, from 1st July, 1888 to 31st August, 1889.

Printed Forms of Tender and further particulars can be obtained at the Naval Storekeeper's Office.

The right







SIX DOLLARS  
PER QUARTER

**Mails.**

Hongkong 9th June 1888.